

SR 520, Trans-Lake Washington Project

The goal of the Trans-Lake Washington project is to improve the SR 520 corridor between Seattle and the eastside. SR 520 is heavily congested, and the floating bridge itself is aging and in need of a long-term replacement strategy. The project is complicated, and specific plans are potentially controversial because of competing interests between transportation uses, environmental sensitivities and community concerns.

WSDOT is one of several lead agencies working together to identify and balance the concerns in crafting a solution. The other lead agencies include Sound Transit, the Federal Highways Administration and Federal Transit Authority. Other partners include many of the local communities, neighborhood associations, business representatives and environmentalists. A 47-member committee, representing the partners, has taken a comprehensive look at how people currently move across and around Lake Washington and how that might change over time. Although much of the focus is on the SR 520 corridor, the committee is coordinating efforts with possible I-90 uses as well. They have identified a set of eight potential alternatives that could be further studied in the draft environmental impact statement. The exact number of alternatives included in the DEIS will be determined in early 2002.

All of the options, except number one, include adding bicycle and pedestrian facilities and shoulders, implementing aggressive transportation demand strategies and mitigating and enhancing the potential impacts of the project. View the alternatives currently under review.

What are the project timelines?

The committee will decide if options warrant further study, and if it should be included in the draft environmental impact statement by early 2002. Unless new funds are approved by the Legislature, the project's original goal of having work ready for a design build contract by late 2005 will not be met.

SR 520 looking west



Project Open House



Get Involved Today

Public open houses have been held throughout this process. Public comments and ideas are always welcome. In September, we'll have another set of open houses to continue to get your feedback. Please check back for exact details.

How can I get involved?

Once the status of the project's funding is determined, WSDOT can schedule the next round of meetings. If you'd like someone from the Trans Lake speaker's bureau to come to your group, contact us at translake@wsdot.wa.gov.

What is being done to protect the environment?

WSDOT is working closely with federal and state natural resource agencies (National Marine Fisheries Service, US Fish and Wildlife Service,

Washington State Fish and Wildlife, and Department of Ecology) to ensure that all project-related potential impacts to the environment will be avoided, minimized and mitigated. The project team (consisting of WSDOT, Sound Transit, and consultant engineering and environmental staff) has been and will continue to explore every opportunity to avoid and minimize impacts to the environment. The project team will strive to preserve the existing environment, as well as make improvements over current conditions. Typical efforts to reduce and/or make up for environmental impacts include:

- Providing storm water treatment – Retrofit of existing storm water facilities can improve the water quality for streams and rivers.
- Restoring habitat – Streams and watershed improvements can enhance wildlife habitat, fish passage, and water quality.
- Wetland enhancement and restoration – Steps may be taken to improve or enhance degraded wetlands within the corridor.
- Noise reduction – Installing noise walls and natural features to reduce traffic and transit noise and soften the landscape.

Community Enhancements – Neighborhood enhancements, such as widened bridges and parks can connect communities and improve the visual appeal of transportation improvements.

Government-to-government tribal consultation process

This process is not applicable because the project does not impact tribal lands.

Financial Information

This project is in the early stages of environmental documentation and alternatives analysis. Total project cost estimates will not be made until a preferred alternative is determined. There is \$8.4 million programmed in the 01-03 biennium to continue this effort. However, the 01-03 biennium is still short about \$28 million necessary to support the current schedule, which would begin construction in about 2007. This will require a slowdown of the current effort if additional funding does not become available by early 2002. To avoid this result, WSDOT is requesting \$28 million in the 2002 supplemental budget.

Expenditure Plan

	Prior Expenditures	Remaining Costs	Total
State and Federal Funds	\$9,686,000		
Funded by Sound Transit			
Funded subtotal	\$9,686,000		
Unfunded amount			
Total Cost	\$9,686,000		

Financial data is current as of 10/1/01.

*This plan is based on fully utilizing the Design-Build process and fully constructed within 17 years
Funded portion of project completes the alternatives analysis for the environmental documentation.

How can I get more information?

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